- Return 76 Jim Cox

# 34 63 /AVA-91-	235 -5/0 DEPT OF TRANSPORTATION
Somment was to close on March 31, 1997, but has been extended open openion about future work-hours are vital to this rulem where they will be heard.	sed Rulemaking (ANPRM) (A) (Trumber, 1996). The period for inded to JUNE 30, 1997, so allow additional comments. aking, and will be your only approximately to express your views put is being sought, but they are the most important ones. Please
Döcket Clerk, attn: Fhwa Room 4232, 400 Seventh St.,	DOCKET NO. MC-96-28, FHWA, DOT, SW, WASHINGTON, DC 20590
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty driving or otherwise, in a tour of duty for more than the following total hours:
8 hours max 11 hours max 12 hours max 13 hours max 13 hours max.	12 hours max. — 13 hours max. — 15 hours max.
In my opinion, the minimum consecutive off-duty time between workd: riving partods should be: —8 hours —9 hours —10 hours	In my opinion, CMV drivers should be paid, based on: ——percentage of revenue ——hourly ——flat rate
in my opinion, when a CMV driver encounters edverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: —4 hours —5 hours —6 hours —9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.) should be restricted. ———————————————————————————————————
in my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes,	In my opinion, the FHWA does not need to make any special provisions for small certiers, that would give them an advantage in operations over other, larger certiers. ———————————————————————————————————
I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them	Should the FHWA require on-board speed-limiting devices? — yes ——————————————————————————————————
from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compilance with HOS regulations, in liew of genventional log books? ———————————————————————————————————
name Ramon PBARGER address 1050 STELLAR SKIVE city MT. Toy By state, zip PA 17552	Optional age 44 sex: m f 22 years in the industry 8 years as a driver

2 pgs

- Return 16 Jim Cox

	FPT OF TRANSPORTATION
comment was to close on Marca 31, 1997, but has been ext	cood Ruemaking (ANPRII) (Alloward by 1986. The period for ended to JUNE 30, 1997, to allow additional comments.
ware they will be heard.	naking, and will be your only opportunity to express your views
	put is being sought, but they are the most important ones. Please
answer every question as they soply to you, and forward thi	
A R ALL MALL STREET, MILLES	MARIAN MARIA AND SA AT MANAGE MARIA
	DOCKET NO. MC-96-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST.,	, SW, WASHINGTON, DC 20690
in my opinien, a CMV driver should only be	in my opinion, a CMV driver should not be
allowed/required to DRIVE the following number of	required/allowed to be on-duty, driving or otherwise, in
hours in a tour of duty:	a tour of duty for more than the following total hours:
8 hours max 11 hours max.	12 hours max13 hours max.
	12 hours max13 hours max14 hours max15 hours max.
9 hours max. —— 12 hours max. —— 13 hours max.	14 Heart Max
to libria liler.	
in my opinion, the minimum consecutive off-cluty time	In my opinion, CMV drivers should be paid, based on:
between worlddriving periods should be:	
	percentage of revenue —hourly
-8 hours -9 hours 10 hours	running miles & hourlyflat rate
11 hours12 hours	
	All time spent in a CMV, whether driving or riding, except in
In my opinion, when a CMV driver encounters adverse	the sleeper berth, should be as on-duty, up to, but not more
weather/ driving conditions, he/she should be allowed to	than, the maximum total hours in any designated period.
drive the following extra hours to complete a run:	
¥	X-yes —no
none —1 hour —2 hours	
-3 hours -4 hours	
	in my opinion, early morning driving time (e.g., 1:00
In my opinion, the minimum consecutive time a driver	a.m6:00 a.m.) should be restricted.
should be allowed to rest in a sleeper berth is:	
4 hours 5 hours 6 hours	
7 hours —8 hours —9 hours	
*	In my opinion, the FHWA does not need to make any
	special provisions for small cerriers, that would give
In my opinion, the FHWA should not allow exemptions,	them an advantage in operations over other, larger
variations, or customizing of hours regulations, to suit	carriers.
certain carrier operations, such as "long-haul," "short-	
haul," "food-hauling," or based on gross weights or sizes.	yes ino
¥ yesno	
	Should the FHWA require on-board speed-limiting devices?
	∠ yes — no
I believe the FifWA should seek legislation from Congress	
to regulate shippers and consigness, to prohibit them from making demands on a carrier or driver that would	Should the FIAVA require on-board monitoring devices to
cause a violation of the HOS rules.	ensure compliance with HOS regulations, in liew of
	senventional log books?
yes —no	
700	yes X_no
nome W	- Andrews
HOUSE WAYNE M. BARLEY	Optional
address 2001 DREXEL AVE.	age 60 sex; (ff) f
City LANGASTER, PA.	40 years in the industry
state, zip //602	38 vears às à driver

Return 10 Jim Cox

DI IVER'S SUF VEY. The FHWA announced a Notice of Propo	sed Ru emaking (ARPRM) is November 1996. The period for
đó minient wás to čloše on Marc 31, 1987, tut has been exte	inded to JUNE 30, 1997, se allow additional communits.
Your opinion about future work hours are vital to this rulem	aking, and will be your only opportunity to express your views
where they will be heard.	97 JIIM 20 July
The following questions are only part of the 37 areas that in	
answer every question as they apply to you, and forward this	s questionaire to:
ë ë	
GÖCKET CI FRK ATTN: FHWA	DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST.,	
110011 7221, 723 V-VGIIII 914	211, 11/01/11/12 2.1, 0.0
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in my opinion, a CMV driver should only be	in my opinion, a CMV driver stiguid not be
allowed/required to DRIVE the following number of	required/sllowed to be on-duty, driving or otherwise, in
hours in a tour of duty:	a tour of duty for more than the following total hours:
1	
6 hours max 11 hours max.	12 hours max. ——13 hours max.
9 hours max 12 hours max.	14 hours max15 hours max.
× 10 hours max. —— 13 hours max.	
In my opinion, the minimum consecutive off-duty time	In my opinion, CMV drivers should be paid, based on:
between workspriving periods should be:	
	percentage of revenue ——hourly
→8 hours →9 hours × 10 hours	cunning miles & hourty ——flat rate
11 hours 12 hours	
	
	All time spent in a CMV, whether driving or riding, except in
In my opinion, when a CMV driver encounters adverse	the sleeper berth, should be as on-duty, up to, but not more
weather/ driving conditions, he/she should be allowed to	than, the meximum total hours in any designated period.
drive the following extra hours to complete a run:	×
none —1 hour —2 hours	— yes — no
3 hours4 hours	
	in my opinion, early morning driving time (e.g., 1:00
In my opinion, the minimum consecutive time a driver	a.m6:00 a.m.) should be restricted.
should be allowed to just in a sleeper berth le:	
	— yes — no
hours —5 hours —6 hours	
7 hours — 8 hours — 9 hours	
	in my aminima the FLRMS daine and annel to make any
	in my opinion, the FHWA does not need to make any special provisions for small centers, that would give
in my opinion, the FHWA should not allow exemptions,	them an advantage in operations over other, larger
variations, or dustomizing of hours regulations, to aut	carriers.
certain carrier operations, such as "long-haul," "short-	
haul," "food-hauling," or based on gross weights or sizes,	yes no
∠ yesno	Should the FHWA require on-board speed-limiting devices?
	estatet file i mate telefine su-mann shane-munnik cesa-ses i
	× yes — no
I believe the FHWA should seek legislation from Congress	
to regulate shippers and consigness, to prohibit them	Should the FHWA require on-board monitoring devices to
from making demands on a carrier or driver that would	ensure compliance with HOS regulations, in liew of
cause a violation of the HOS rules.	eenventional log books?
yes no	
yes — no	× yes — no
[] [[, 10, 10, 10]]	
name John W. Brubaker	Optional
address 1305 Donegal Springs Rd.	age 53 sex: (m) f
city Mount Joy	30 years in the industry
state, zip PA 17552-903/	3o vears às a driver

Return 10 Jim Cox

g R	DEPT: OF T	
D IVER'S SULVEY. The FHWA unnounced a Notice of Proposed Rulemaking (ANPRM) in November, Alan The period for dominant was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work hours are vital to this relemaking, and will be your only opportunity to express your views where they will be heard. The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every question as they apply to you, and forward this questionaire to:		
ROOM 4212, 400 SEVENTH ST.,	DOCKET NO. MC-96-28, FHWA, DO SW, WASHINGTON, DC 20590	от,
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of bours in a tour of duty:	in my opinion, a CMV driver sh required/allowed to be on-duty a tour of duty for more than the	driving or otherwise, in
—— 8 hours max. —— 11 hours max. —— 12 hours max. —— 12 hours max. —— 13 hours max.	12 hours max. 14 hours max.	—13 hours max. —15 hours max.
to my opinion, the minimum consecutive off-duty time between work/driving partods should be: ——8 hours ——9 hours ——10 hours ——11 hours	in my opinion, CMV drivers show the percentage of revenue frunning miles & hourty	aid be peid, based on: hourlyflat rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether the sleeper berth, should be as o than, the maximum total hours in yes	n-duty, up to, but not more
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours — 5 hours — 6 hours — 9 hours	in my opinion, early mornin a.m5:00 a.m.) should be r 	
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to stift certain carrier operations, such as "long-haul," "shorthaul," "food-hauling," or based on gross weights or sizes,	in my opinion, the FHWA does special provisions for small o them an advantage in operation carriers.	erriers, that would give
- yes - no	Should the FHWA require on-board	speed-limiting devices?
I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-bosensure compilation with HOS regentional log backs?	ulations, in New of
name PONALO E. GALADUN address 220 SKARK Rd city LITITZ Pa. state, zip Pa. 17543	Op ane ≤3 ع ي years	tional ex: m f in the industry

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about the role of RANDS (ANDS) (AND

In my opinion, a CMV driver should only be — allowed/required to DRIVE the following number of hours in a tour of duty:	In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
	——12 hours max. ——13 hours max. ——15 hours max.
In my opinion, the minimum consecutive off-duty time between work/driving periods should be: ——8 hours ——9 hours ——10 hours ——11 hours ——12 hours	In my opinion, CMV drivers should be paid, based on: ———————————————————————————————————
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: —4 hours —5 hours —8 hours —9 hours	In my opinion, early morning driving time (e.g., 1:00 a.m.–5:00 a.m.) should be restricted. —— yes —————————————————————————————————
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.	In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers.
I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them	Should the FHWA require on-board speed-limiting devices? yes no
from making demands on a carrier or driver that would cause a violation of the HOS rules. yes no	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of conventional log books? —— yes —— no
name Joseph W. Clark address 205 Kimberly LN city St. Peters state, zip MO 63376-4025	Optional age 61 sex: 6 f 26 years in the industry 45 years as a driver

Return 76

Jim Cox

DEPT. OF TRANSPORTATION DRIXER BURNET RTIME FINA announced a Notice of Proposed Rusemaking (ANPRM) in November, 1998. The period for dominant will the plant on Maron 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments, Your opinion about future work-hours are vital to this rulemaking, and will be your only gopolishing to express gold views The following quantions are only part of the 27 areas that input is being sought, but they are the most important ones. Please the following quantions are only part of the 27 areas that input is being sought, but they are the most important ones. Please DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96-28, FHWA, DOT, ROOM 4212, 400 SEVENTH ST., SW. WASHINGTON, DC 20590 in my opinion, # CMV driver should only be in my opinion, a CMV driver should not be required/silowed to be on-duty, driving or otherwise, in allowed/required to DRIVE the following number of a tour of duty for more than the following total hours: hours in a tour of duty: 13 hours max. 6 hours max. - 11 hours max. -12 hours max. -15 hours max. 9 hours max. 44 hours max. - 12 hours max. 10 hours max. - 13 hours max. in my opinion, CMV drivers should be paid, based on: in my opinion, the minimum consecutive off-duty time between work/criving periods should be: percentage of revenue running miles & hourty hourly affect rate 10 hours -9 hours 8 hours12 hours All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duly, up to, but not more than, the maximum total hours in any designated period. in my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run: _X_2 hours -----1 hour -3 hours in my opinion, early morning driving time (e.g., 1:00 In my opinion, the minimum consecutive time a driver a.m.-6:00 a.m.) should be restricted. should be allowed to rest in a sleeper berth is: 4 hours A hours -7 hours 9 hours In my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give in my opinion, the FHWA should not allow exemptions. them an advantage in operations over other, larger variations, or customizing of hours regulations, to sult carriers. certain carrier operations, such as "long-haul," "shorthaul," "food-hauling," or based on gross weights or sizes. Should the FHWA require on-board speed-limiting devices? I believe the FHWA should seek legislation from Congress to requiste shippers and consignees, to prohibit them Should the FHWA require on-board monitoring devices to from making demands on a carrier or driver that would ensure compliance with HOS regulations, in New of cause a violation of the HOS rules. conventional log books? name address stata. Zid

- RETURN 10 JIM COX

Có minicht Will to clobe on March 31, 1997, but has been ext	torsed Rulemaking (ANPRILY in Nevember, 1996. The period for tended to JUNE 30, 1997, to allow additional comments.
Your opinion about future work hours are vital to this rules we are they will be heard.	making, and will be your only opportunity to express your views 97 JUN 20 AM 10: 23
	nput is being sought, but they are the most important ones. Please
	DOCKET NO. MC-66-28, FHWA, DOT, ., SW, WASHINGTON, DC 20690
3	
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of bours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
8 hours max 11 hours max.	12 hours max13 hours max.
P hours max. —— 12 hours max. —— 13 hours max. —— 13 hours max.	—14 hours max. ——15 hours max.
In my opinion, the minimum consecutive off-duty time	In my opinion, CMV drivers should be paid, based on:
between work/criving periods should be:	percentage of revenue — hourly
-8 hours -9 hours -10 hours	running miles & hourty ——fist rate
11 hours12 hours	
In my opinion, when a CMV driver encounters edverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duly, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is:	in my opinion, early morning driving time (e.g., 1:00 a.m.—6:00 a.m.) should be restricted.
4 hours —5 hours —6 hours —7 hours —9 hours	— yes — no
	le qui enfoire des CURAS de la contra mate anno
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain certain certain certain certain operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes,	special provisions for small centers, that would give them an advantage in operations over other, larger carriers.
∠ yes — no	Should the FHWA require on-board speed-limiting devices?
I believe the FHWA should seek legislation from Congress	yes
to regulate shippers and consigness, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compilance with HOS regulations, in liew of penventional log books?
yes — no	yes <u>×</u> no
name Elen Curz	Optional
acidress (= 95 Sunset tone	age 5'5' sex; M m f
state, zip PA 17047	3 2 years in the industry 3 2 years as a driver

Your opinion about future work-hours are vital to this rulem where they will be heard. The following questions are only part of the 37 areas that in answer every question as they apply to you, and forward this	put is being sought, but they are the machine SECTION
DOCKET CLERK, ATTN: FHWA ROOM 4232, 400 SEVENTH ST.,	97 JUN 20 AM 10: 16 SW, WASHINGTON, DC 20590
In my opinion, a CMV driver should only be a allowed/required to DRIVE the following number of hours in a tour of duty:	In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
	——12 hours max. ——14 hours max. ——15 hours max.
n my opinion, the minimum consecutive off-duty time between work/driving periods should be:	In my opinion, CMV drivers should be paid, based on:
8 hours —9 hours —10 hours —11 hours —12 hours	percentage of revenue ——hourly ——flat rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
n my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: —4 hours —6 hours —9 hours	In my opinion, early morning driving time (e.g., 1:00 a.m.–5:00 a.m.) should be restricted. —— yes ——— no
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.	In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers. yes
believe the FHWA should seek legislation from Congress	— yes ✓ no
to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of conventional log books?
yes — no	— yes — — yes
name DONALDANLEY address 544 W 4745F city Trewtow state, zip IL 62293	Optional age 56 sex: M 60 f 30 years in the industry years as a driver

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments.

Return To Jim Cox

name THOMAS HEW DRICKSON address 339 OWL HILL RD city LITITZ state, zip P.A 17543	Optional age 56 sex: (m) f 30 years in the industry 30 years as a driver
to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of senventional log books? yes no
I believe the FHWA should seek legislation from Congress	Should the FHWA require on-board speed-limiting devices? yes —— no
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain certies operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes,	in my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger cerriers.
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours Shours -6 hours hours -6 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.) should be restricted.
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
to my opinion, the minimum consecutive off-duty time between workdriving periods should be: 8 hours —9 hours —10 hours —11 hours —12 hours	In my opinion, CMV drivers should be paid, based on: —percentage of revenue —hourly —flat rate
an my opinion, a CMV driver should only be allowed/required to DRIVE the following number of bours in a tour of duty: —— 8 hours max. —— 11 hours max. —— 12 hours max. —— 13 hours max. —— 13 hours max.	in my opinion, a CMV driver should not be required/allowed to be on-duty; driving or otherwise, in a tour of duty for more than the following total hours:
The following questions are only part of the 37 areas that inpanswer every question as they apply to you, and forward this	out is being sought, but they are the most important ones. Please i questionaire to: DOCKET NO. MC-86-28, FHWA, DOT,
comment was to close on March 31, 1997, but has been extended to close on March 31, 1997, but has been extended continued and vital to this ruleing	nded to JUNE 30, 1997, to allow additional comments. sking, and will be your only concretality to express your views

- Retivem 70 Jim Cox

<u> </u>	DEPT OF TO
DF IVER'S SUF VEY. The FHWA amounced a Notice of Prope to minient was to close on Marca 31, 1997, but has been extended upon about future work hours are vital to this rulem where they will be heard.	psed Rusemaking (Aller Mark in Newsmoot Argon, The period for ended to JUNE 30, 1997, it affords a light to express your only opportunity of express your views
	put is being sought, but they are the inset important ones. Please is questionaire to:
döcke t Cler k, ättn: Fhwa Room 4232, 499 seventh s t.,	DOCKET NO. MC-86-28, FHWA, DOT, SW, WASHINGTON, DC 20890
in my opinien, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
to my opinion, the minimum consecutive off-duty time between work/criving partods should be: —8 hours —9 hours —10 hours —11 hours	In my opinion, CMV drivers should be paid, based on:
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours ——5 hours ——6 hours ——9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.—6:00 a.m.) should be restricted.
In my opinion, the FHWA should not allow exemptions, variations, or dustomizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.	in my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger carriers.
→ yes no	Should the FHWA require on-board speed-limiting devices? ———————————————————————————————————
I believe the FHWA should seek legislation from Congress to regulate shippers and consignous, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of senventional log books? ——yes
name Bob France address 29 MANIE AVE city MANheim state, zip PA 17545	Optional age 4/ sex: (m) f 7 years in the industry 5 years as a driver





	MEPT OF TRANSPORTATION	
DRIVER'S SURVEY. The FHWA announced a Notice of Proposition was to close on March 31, 1997, but has been extended.	psed Ruismaking (ANPRO NAVAMENTAL) 1996. The period for anded to JUNE 30, 1997, to allow additional comments.	
Your opinion about future work-hours are vital to this rulem	uking, and will be your only opportunity to express your views	*
with any will be mard.	put is being sought, but they are the most important ones. Ple	
an near every cuestion as they apply to you, and forward this		1000
DOCKET CLERK, ATTN: FHWA	DOCKET NO. MC-86-28, FHWA, DOT,	,
ROOM 4232, 400 SEVENTH ST.,	SW, WASHINGTON, DC 29590	
in my opinion, ≆ CMV dříver should only be	in my opinion, a CMV driver should not be	
allowed/required to DRIVE the following number of	required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:	l
hours in a tour of duty:	a put of duty so more than the following total hours.	į
8 hours max 11 hours max.	12 hours max. 13 hours max. 15 hours max.	i
9 hours max. —— 12 hours max.	14 hours max. —15 hours max.	
10 hours max. —— 13 hours max.		
In my opinion, the minimum consecutive off-duty time between work/criving periods should be:	In my opinion, CMV drivers should be paid, based on:	
Cathon Action Latin Cathon Superiors	percentage of revenue — hourly	: ,
10 hours —9 hours —10 hours	fat rate	•
44.		5
11 hours12 hours		
	All time apent in a CMV, whether driving or riding, except	in
in my opinion, when a CMV driver encounters adverse	the sleeper berth, should be as on-duty, up to, but not me	
weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	than, the maximum total hours in any dasignated period.	
alive the jollowing extra nouts to complete a run.	- No	
none 1 hour 1 2 hours	,	
3 hours4 hours		{
In my opinion, the minimum consecutive time a driver	in my opinion, early morning driving time (e.g., 1:00	j /
should be allowed to rest in a sleeger berth is:	a.m6:00 a.m.) should be restricted.	
	— ves	
4 hours —5 hours —6 hours —9 hours		}
7 hours ——8 hours ——9 hours		
	in my opinion, the FHWA does not need to make any	
In my opinion, the FHWA should not allow exemptions,	special provisions for small cerriers, that would give	
variations, or customizing of hours regulations, to sult	them an advantage in operations over other, larger carriers.	
certain carrier operations, such as "long-haul," "short-		,
haul," "food-hauling," or based on gross weights or sizes.	yesno	į
yesno		
	Should the FHWA require on-board speed-limiting devices?	
	yes Ino	
I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them		
from making demands on a carrier or driver that would	Should the FHWA require on-board monitoring devices to	7
cause a violation of the HOS rules.	ensure compliance with HOS regulations, in liew of serventional log books?	
	polyamional log poore.	
		-
name Robert W. JOHNSON	Optional	
address RD3 ROYGU	age 5 6 sex; (m) f	
address RD3 Rox 64 city Lewistown	3 3 years in the industry	
state, zip PA 17044	.? 3 veärs as a driver	

Return 16 Jim Cox

DRIVER'S SULIVEY. The FHWA announced a Notice of Proposed Fluisheriking (AMPRM) in November, 1996. The period for somewhat to the comments of the period for the policy of the comments of the policy of the comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views. where they will be heard. The following questions are only part of the 37 areas that input is being sought, but the most important ones. Please answer every question as they apply to you and forward this questionaire to: DÖCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DÖT, ROOM 4212, 400 SEVENTH ST., SW, WASHINGTON, DC 20590 in my opinion, a CMV driver should not be in my opinion, a CMV driver should only be required/allowed to be on-duty, driving or otherwise, in diowed/required to DRIVE the following number of a four of duty for more than the following total hours: hours in a tour of duty: 8 hours max. - 11 hours max. -12 hours max. √13 hours max. 15 hours max. - 12 hours max. hou:= max. -14 hours max. 10 hours max. -- 13 hours max. In my opinion, CMV drivers should be paid, based on: in my opinion, the minimum consecutive off-duty time between workscriving periods should be: percentage of revenue bourly -running miles & hourty -flat rate 10 hours 8 hours -9 heurs 42 hours -11 hours All time spent in a CMV, whether driving or riding, except in in my opinion, when a CMV driver encounters adverse the sleeper berth, should be as on-duty, up to, but not more weather/ driving conditions, he/she should be allowed to than, the maximum total hours in any designated period. drive the following extre hours to complete a runz' 2 hours ----1 hour - none -3 hours in my opinion, early morning driving time (e.g., 1:00 in my opinion, the minimum consecutive time a driver a.m.-6:00 a.m.) should be restricted. should be allowed to rest in a sleaper berth is: _ 80 ____5 hours 4 hours -6 hours -7 hours -9 hours In my opinion, the FHWA does not need to make any special provisions for small certiers, that would give in my opinion, the FHWA should not allow exemptions. them an advantage in operations over other, larger variations, or customizing of hours regulations, to suit carriers. certain currier operations, such as "long hauf," "shorthaul." "food-hauling," or based on gross weights or sizes, yes no - West . Should the FHWA require on-board speed-limiting devices? I believe the FHWA should seek legislation from Congress to regulate shippers and consigness, to prohibit them Should the FHWA require on-board monitoring devices to from making demands on a carrier or driver that would ensure compliance with HOS regulations, in liew of cause a violation of the HOS rules. conventional log books? Junius41 name Optional helses Drive address YOUNTON citv vears in the industry stata. zid vears às a driver







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	oved Rulemaking (ANRIM) in No Center 1996. The period for
để mãi chỉ Wás tố cloặc ởn March 31, 1997, but has been exte	
Your opinion obout future work-hours are votal to this rulem	sking, and will be four hilly paportunity to express your views
where they will be heard.	41110. 54
The following questions are only part of the 37 areas that in	put is being sought, but they are the most important ones. Flease
answer every question as they coply to you, and forward this	
d. A. m. 12 may 2.1 males 2.1 market markets	BELLINE IN MARIE AL PINNI SAF
	DOCKET NO. MC-86-28, FHWA, DOT,
ROCM 4232, 400 SEVENTH ST.,	SW, WASHINGTON, DC 20590
in my opinion, a CMV driver should only be	in my opinion, a CMV driver should not be
allowed/required to DRIVE the following number of	required/allowed to be on-duty, driving or otherwise, in
bours in a tour of duty:	a tour of duty for more than the following total hours:
- 5 hours max 11 hours max.	12 hours max. ——13 hours max.
hours max. —— 12 hours max.	14 hours max. —15 hours max.
10 hours max. —— 13 hours max.	14 INDIES ITEMA
7 10 hours max. —— 13 hours max.	
In my opinion, the minimum consecutive off-duty time	In my opinion, CMV drivers should be paid, based on:
between workscriving periods should be:	
,	— percentage of revenue — hourly
-8 hours 9 hours 10 hours	running miles & hourly ——flat rate
11 hours 12 hours	
	All time spent in a CMV, whether driving or riding, except in
In my opinion, when a CMV driver encounters adverse	the sleeper berth, should be as on-duty, up to, but not more
weather driving conditions, he/she should be allowed to	then, the maximum total hours in any dasignated period.
drive the following extra hours to complete a run:	user, are maximum was moore in any designated period.
give the lonowing extra nouse to complete a fun.)
(A	
none ——1 hour ——2 hours	
-3 hours -4 hours	
	1
In my opinion, the minimum consecutive time a driver	in my opinion, early morning driving time (e.g., 1:00
should be allowed to yest in a sleeger berth is:	a.m5:00 a.m.) should be restricted.
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4 hours —6 hours	
7 hours — 8 hours — 9 hours	
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	In my opinion, the FHWA rious not need to make any
	special provisions for small carriers, that would give
In my opinion, the FHWA should not allow exemptions,	them an advantage in operations over other, larger
variations, or dustomizing of hours regulations, to suit	carriers.
certain carrier operations, such as "long-haul," "short-	Carrier B.
haul," "food-hauling," or based on gross weights or sizes.	
	yesno
<u> </u>	
	Should the FHWA require on-board speed-limiting devices?
	yes A+ no
I believe the FHWA should seek legislation from Congress	
to regulate shippers and consigness, to prohibit them	Should the FHWA require on-board monitoring devices to
from making demands on a carrier or driver that would	
cause a violation of the HOS rules.	ensure compliance with HOS regulations, in liew of
)	ponventional log books?
yes — no	X 1
	— yes / no
The Man of Fourth	' _]
name 10 blong by Follow	<u>Optional</u>
address (f) JAJESOME NO	age (52 sex; (m) f
ch NEW/MICH	
	years in the industry
state/tip /// / / /////	30 years as a driver

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANPRM) in November, 1996. The period for comment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to allow additional comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought builting and the constitution as they apply to you, and forward this questionaire to:

DOCKET SECTION

DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-96728 HWWA, MIND: 23 ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590

In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours: ——12 hours max. ——13 hours max. ——15 hours max.
In my opinion, the minimum consecutive off-duty time between work/driving periods should be: ——8 hours ——9 hours ——10 hours ——11 hours	In my opinion, CMV drivers should be paid, based on: percentage of revenue ——hourly running miles & hourly ——flat rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: —4 hours —5 hours —6 hours —9 hours	In my opinion, early morning driving time (e.g., 1:00 a.m.–5:00 a.m.) should be restricted. yes —— no
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.	In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers. —— yes —— no
I believe the FHWA should seek legislation from Congress	Should the FHWA require on-board speed-limiting devices? —— yes —— no
to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules. yes —— no	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of conventional log books? —— yes —— no
name ELVIN C. LINTON address 578 WOODLAND DR. city MANHEIM state, zip PA. 17545	Optional age 59 sex: (m) f ≈9 years in the industry ≈9 years as a driver

Return To Jim Coy

DRIVERS SURVEYS The FHWA announced a Notice of Proposed Rulemaking (ANPRIALIN Novinteer) 1998. The period for something the proposed for the period for something the proposed for the period for your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views. where they still be beard.
The following questicitie are only part of the 37 areas that input is being sought, but they are the important ones. Please answer every question as they apply to you, and forward this questionaire to: DOCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DOT, ROOM 4212, 400 SEVENTH ST., SW, WASHINGTON, DC 20590 in my opinion, a CMV driver should not be in my opinien, a CMV driver should only be diowed/required to DRIVE the following number of required/silowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours: hours in a tour of duty: - 11 hours max. -12 hours max. 13 hours max. 8 hours max. - 12 hours max. -14 hours max. -15 hours max. • hours max. - 10 hours max. - 13 hours max. in my opinion, the minimum consecutive off-duty time In my opinion, CMV drivers should be paid, based on: between workstriving pariods should be: percentage of revenue hourly -flat rate -cunning miles & bourty -8 hours -10 hours -9 hours 12 hours All time spent in a CMV, whether driving or riding, except in in my opinion, when a CMV driver encounters adverse the sleeper berth, should be as on-duty, up to, but not more weather/ driving conditions, he/she should be allowed to than, the maximum total hours in any designated period. drive the following extra hours to complete a runy 1/2 hours -----1 hour ----none 4 hours -3 hours in my opinion, early morning driving time (e.g., 1:00 In my opinion, the minimum consecutive time a driver a.m.-6:00 a.m.) should be restricted. should be allowed to rest in a sleeper berth is: - Vide 4 hours -5 hours -6 hours 7 hours -8 hours -9 hours in my opinion, the FHWA does not need to make any special provisions for small corriers, that would give In my opinion, the FHWA should not allow exemptions. them an advantage in operations over other, larger variations, of customizing of hours regulations, to suit carriers. certain carrier operations, such as "long-haul," "shorthaul," "food-hauling," or based on gross weights or sizes, - yes ---- DO Should the FHWA require on-board speed-limiting devices? no I believe the FHWA should seek legislation from Congress to regulate shippers and consigness, to prohibit them Should the FHWA require on-board monitoring devices to from making demands on a carrier or driver that would ensure compliance with HOS regulations, in New of cause a violation of the HOS rules. essiventional log books? Optional. address (21 120 Moun years in the industry vears as a driver state. Zid



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white the wind with the wind of the 37 areas that in	oeed Rusemaking (ANPRM) in November, 1980. The period for sended to JUNE 30, 1997, so allow additional comments. The period for seking, and will be your only opportunity of express your views All 10: 22 iput is being sought, but they are the most important ones. Please
asswer every question as they apply to you. 43d forward thi	DOCKET NO. MC-96-25, FHWA, DOT,
in my opinion. #CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
B hours max. — 11 hours max. — 12 hours max. — 12 hours max. — 13 hours max.	12 hours max. 13 hours max. 15 hours max.
la my opinion, the minimum consecutive off-duty time between workpriving periods should be:	In my opinion, CMV drivers should be paid, based on: —percentage of revenue —hourly —flat rate
In my opinion, when a CMV driver encounters solverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run: ———————————————————————————————————	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours ————————————————————————————————————	In my opinion, early morning driving time (e.g., 1:00 a.m.–5:00 a.m.) should be restricted.
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain certies operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes,	in my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger carriers.
yes no I believe the FMWA should seek legislation from Congress	Should the FHWA require on-board speed-limiting devices? ——yes ——no
to regulate shippers and consignous, to prohibit them from melding demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of enruentional log books?
name JAINES E. MILLER address & C. 7. MARICH TERRACE city EDHRATA state, zio PA 17522	Optional age 50 sex: 1/th f 25 years in the industry 25 years as a driver





= Ke van 10 Jim Cox

Comment with to close on March 31, 1997, but has been extended uponion about future work-hours are vital to this rulem	aking, and will be your only opportunity to express your views
DÖCKET CLERK, ATTN: FHWA ROOM 4232, 400 SEVENTH ST.,	DOCKET NO. MC-96-28, FHWA, DOT, SW, WASHINGTON, DC 20590
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of fours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
8 hours max 11 hours max 12 hours max 13 hours max 13 hours max.	——12 hours max. ——13 hours max. ——14 hours max. ✓ ≤15 hours max.
In my opinion, the minimum consecutive off-duty time between workscriving periods should be: 9 hours ——10 hours ——11 hours ——12 hours	In my opinion, CMV drivers should be paid, based on: ——percentage of revenue ——hourly ——flat rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper both is: 4 hours —5 hours —6 hours 7 hours —9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.–6:00 a.m.) should be restricted. ——yes ——————————————————————————————————
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes,	in my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger carriers.
yes no I believe the FHWA should seek legislation from Congress	Should the FHWA require on-board speed-limiting devices? ———————————————————————————————————
to regulate shippers and consigness, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of ponventional log books?
name John Puckens address 35 Blackburn Rd, city Gunryville PM. state, zip 12 566	Optional age 59 sex; m f 39 years in the industry 39 years as a driver

Return 10 Jim Cox

DRIVER'S SURVEY. The FHWA announced a Notice of Proposed Rulemaking (ANDRIA) (Speciment, 1998. The period for some with the close on March 31, 1997, but has been extended to JUNE 30, 1997, and mile comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.

The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please answer every cuestion as they apply to you, and forward this questionaire to: DÖCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DÖT, ROOM 4232, 400 SEVENTH ST., SW, WASHINGTON, DC 20590 in my opinion, a CMV driver should not be in my spinion, a CMV driver should only be allowed/required to DRIVE the following number of required/allowed to be on-duty, driving or otherwise, in hours in a tour of duty: a tour of duty for more than the following total hours: - 5 hours max. - 11 hours max. ----13 hours max. -14 hours max. -- 9 hours max. - 12 hours max. -----15 hours max. --- 10 hours max. --- 13 hours max. In my opinion, CMV drivers should be paid, based on: In my colution, the minimum consecutive off-duty time between workscriving periods should be: -percentage of revenue hourly running miles & hourty -fist rate -9 hours -10 hours -----11 hours mm12 hours All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more in my opinion, when a CMV driver encounters edverse weather/ driving conditions, he/she should be allowed to then, the maximum total hours in any designated period. drive the following extra hours to complete a run: _____2 hours ----1 hour ----none -3 hours in my opinion, early morning driving time (e.g., 1:00 In my opinion, the minimum consecutive time a driver a.m.-5:00 a.m.) should be restricted. should be allowed to rest in a sleeper berth is: X4 hours 5 hours -6 hours -7 hours ----8 hours - hours In my opinion, the FHWA does not need to make any special provisions for small corriers, that would give in my opinion, the FHWA should not allow exemptions. them an advantage in operations over other, larger variations, or customizing of hours regulations, to aut carriers. certain carrier operations, such as "long-haul," "shorthaul," "food-hauling," or based on gross weights or sizes, Should the FHWA require on-board speed-limiting devices? X yes I believe the FHWA should seek legislation from Congress to requiste shippers and consigness, to prohibit them Should the FHWA require on-board monitoring devices to from making demands on a carrier or driver that would ensure compliance with HOS regulations, in liew of cause a violation of the HOS rules. conventional log books? name address GIR MT PLESANT RD BUUTHUVILL years in the industry state. zip / 7566 7 2 vears as a driver

Return To Jim Cox

Somment was to close on March 31, 1997, but has been extended openion about future work-hours are vital to this rulement where they will be heard. The following questions are only part of the 37 areas that inpanseer every question as they apply to you, and forward this	iking, and with be your only opportunity to express your views out is being sought, but they are the most important ones. Please i questionaire to: DOCKET NO. MC-86-25, FHWA, DOT,
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of sours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
—— 8 hours max. —— 11 hours max. —— 12 hours max. —— 12 hours max. —— 13 hours max.	12 hours max13 hours max15 hours max.
In my opinion, the minimum consecutive off-duty time between workdowing partods should be:	in my opinion, CMV drivers should be paid, based on: —percentage of revenue —hourly —vunning miles & hourly —fist rate
11 hours12 hours	
in my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper barth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper both is: 4 hours ——5 hours ——6 hours ——7 hours ——9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.) should be restricted.
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain currier operations, such as "long-haul," "short-hauling," or based on gross weights or sizes,	In my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger carriers.
_X yesno	Should the FHWA require on-board speed-limiting devices? —— vee ———————————————————————————————
I believe the FifWA should seek legislation from Congress to requiste shippers and consigness, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of serventional log books? —— yes —————————————————————————————————
name LATRY SEGNER address 2342 LAURERD City NARVON state, zip PA 17555	Optional age sex: m f 24 years in the industry 9 years as a driver

name Dou'd L. JOGH address Po Sox 625 city Ridbyd state, zip on 17089	Optional age 5 2 sex: m f age 5 vears in the industry aq years as a driver
I believe the FHWA should seek legislation from Congress to regulate shippers and consignees, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules. yes — no	Should the FHWA require on-board speed-limiting devices? yes —— no Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of conventional log books? yes —— no
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes. ——yes ——yes	In my opinion, the FHWA does not need to make any special provisions for small carriers, that would give them an advantage in operations over other, larger carriers. —— yes
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: ——4 hours ——6 hours	In my opinion, early morning driving time (e.g., 1:00 a.m.–5:00 a.m.) should be restricted. ———————————————————————————————————
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive off-duty time between work/driving periods should be:	In my opinion, CMV drivers should be paid, based on: ——percentage of revenue ——hourly ——flat rate
In my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	In my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours: 12 hours max. 14 hours max. 15 hours max.
where they will be heard. The following questions are only part of the 37 areas that inp answerledery Russian They apply to you, and forward this DOCKET SECTION	nded to JUNE 30, 1997, to allow additional comments. iking, and will be your only opportunity to express your views out is being sought, but they are the most important ones. Please is questionaire to:

Return To Jim Cox

DRIVER'S SURVEY. The FifWA announced a Notice of Proposed Rulemaking (MAPRM) in November, 1995. The period for Somment was to close on March 31, 1997, but has been extended to JUNE 30, 1997, to bicsylandiscreen comments. Your opinion about future work-hours are vital to this rulemaking, and will be your only opportunity to express your views where they will be heard.
The following questions are only part of the 37 areas that input is being sought, but they are the most important ones. Please where they will be heard. answer every question as they apply to you, and forward this questionaire to: DÖCKET CLERK, ATTN: FHWA DOCKET NO. MC-86-28, FHWA, DÖT, ROOM 4212, 400 SEVENTH ST., SW, WASHINGTON, DC 20590 in my opinion, a CMV driver should only be in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in allowed/required to DRIVE the following number of a tour of duty for more than the following total hours: hours in a tour of duty: - 11 hours max. ----12 hours max. --- 13 hours max. 8 hours max. -- 9 hours max. - 12 hours max. -14 hours max. 15 hours max. 10 hours max. -- 13 hours max. in my opinion, CMV drivers should be paid, based on: in my coinion, the minimum consecutive off-duty time between workstriving partods should be: -percentage of revenue hourly -running miles & hourty -flat rate 8 hours ---- hours 10 hours 12 hours -11 hours All time apent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more in my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to than, the maximum total hours in any designated period. drive the following extra hours to complete a run: -----1 hour -2 hours hours -3 hours in my opinion, early morning driving time (e.g., 1:00 In my opinion, the minimum consecutive time a driver a.m.-5:00 a.m.) should be restricted. should be allowed to rest in a sleeper berth is: - VOS - no 4 hours __5 hours -6 hours ____7 hours --- 8 hours - hours in my opinion, the FHWA does not need to make any special provisions for small corriers, that would give In my opinion, the FHWA should not allow exemptions. them an advantage in operations over other, larger variations, or customizing of hours regulations, to suit cerriers. certain carrier operations, such as "long-haul," "shorthaul," "food-hauling," or based on gross weights or sizes, Should the FHWA require on-board speed-limiting devices? no I believe the FHWA should seek legislation from Congress to regulate shippers and consigness, to prohibit them Should the FHWA require on-board monitoring devices to from making demands on a carrier or driver that would ensure compliance with HOS regulations, in liew of cause a violation of the HOS rules. conventional log books? m Loha ears in the industry

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- Return 76 Jim Cox

	DEPT OF TOAL 21
P DESVERS SUFFYT The FHWA ennounced a Notice of Proposition of the special with the proposition of March 31, 1987, but has been extended of point of the special to the rulem of the state of the special of the 37 areas that in an energy cuestion as they apply to you and forward this	psed Rusemaking (ANPRM) in November 2006. The Salad Gellender of the
DÖCKET CLERK ATTN: FHWA ROOM 4212, 499 SEVENTH ST.,	DOCKET NO. MC-86-28, FHWA, DOT, SW, WASHINGTON, DC 20590
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	in my opinion, a CMV driver should not be required/allowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
8 hours max 11 hours max 12 hours max 12 hours max 13 hours max.	12 hours max. 13 hours max. 15 hours max.
In my opinion, the minimum consecutive off-duty time between workdriving periods should be:	In my opinion, CMV drivers should be paid, based on: percentage of revenue ——hourly ——flat rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time spent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period. ———————————————————————————————————
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours 5 hours 6 hours 7 hours 9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.) should be restricted. —— yes
in my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to stilt certain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes, ——yes	in my opinion, the FHWA does not need to make any special provisions for small certiers, that would give them an advantage in operations over other, larger carriers.
I believe the FHWA should seek legislation from Congress	Should the FHWA require on-board speed-limiting devices?
to regulate shippers and consigness, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in Hew of sonventional log books? ———————————————————————————————————
name I SAAC W. TUSOW address ! O! MOUNTAIN'S TOWE ORA city E 112 ARETHTOWN state, zip OA 117072	Optional age sex: m f 39 years in the industry 39 years as a driver

Return 76 Jim Cox

	DEPT OF TRANSPORTATION
DRIVER'S SURVEY. The FHWA announced a Notice of Propo comment was to close on March 31, 1997, but has been extended.	peed Rulemaking (ANPRM) in No Official 1989. The period for anded to JUNE 30, 1997, to allow additional committee.
Your opinion about future work-hours are vital to this rulem where they will be heard.	sking, and will be your only Officertunity to express your views
	put is being sought, but they are the most important ones. Please s questionaire to:
Döcket Clerk, attn: Fhwa Room 4212, 400 Seventh St.,	DOCKET NO. MC-96-28, FHWA, DOT, SW, WASHINGTON, DC 20590
in my opinion, a CMV driver should only be allowed/required to DRIVE the following number of hours in a tour of duty:	in my opinion, a CMV driver should not be required/silowed to be on-duty, driving or otherwise, in a tour of duty for more than the following total hours:
	12 hours max. —13 hours max. —15 hours max.
in my opinion, the minimum consecutive off-duty time between work/criving partods should be:	In my opinion, CMV drivers should be paid, based on: ——percentage of revenue ——hourly
8 hours —9 hours —10 hours —11 hours —12 hours	running miles & hourly — fist rate
In my opinion, when a CMV driver encounters adverse weather/ driving conditions, he/she should be allowed to drive the following extra hours to complete a run:	All time apent in a CMV, whether driving or riding, except in the sleeper berth, should be as on-duty, up to, but not more than, the maximum total hours in any designated period.
In my opinion, the minimum consecutive time a driver should be allowed to rest in a sleeper berth is: 4 hours ——5 hours ——6 hours ——9 hours	in my opinion, early morning driving time (e.g., 1:00 a.m.) should be restricted. —— yes
7 hours ——8 hours ——9 hours	
In my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit contain carrier operations, such as "long-haul," "short-haul," "food-hauling," or based on gross weights or sizes.	in my opinion, the FHWA does not need to make any special provisions for small cerriers, that would give them an advantage in operations over other, larger cerriers.
→ yes — no	Should the FHWA require on-board speed-limiting devices?
I believe the FHWA should seek legislation from Congress	yes no
to regulate shippers and consigness, to prohibit them from making demands on a carrier or driver that would cause a violation of the HOS rules.	Should the FHWA require on-board monitoring devices to ensure compliance with HOS regulations, in liew of serventional log books?
→ yes — no	yes
name FRED WHATES UR- address 1304 LAFORTE ST. city LINGLESTOWID state, zip DA. 17112	Optional age YZ sex: (m) f /// years in the industry /// years as a driver

- Return 76 Jim Cox

	DEPT OF TRANSPORTATION
comment was to close on March 31, 1997, but has been exte	peed Rulemaking (ANFRM) RE-November, 1996. The period for middle to JUNE 30, 1997, so allow additional comments.
Your opinion about future work hours are vital to this ruleing where they will be heard.	aking, and will be your only apportunity to express your views
Carrara arab arre ma combitor	put is being sought, but they are the most important ones. Please
answer every question as they apply to you, and forward this	s questionaire to:
SAAVET ALEGY ATTIL PUBLIC	DOCKET NO. MC-86-28, FHWA, DOT,
ROOM 4232, 400 SEVENTH ST.,	
NOOM 7222; 789 SEVERIT 91;	an, monny in, no and
in my opinion, a CMV driver should only be	in my opinion, a CMV driver should not be
allowed/required to DRIVE the following number of	required/allowed to be on-duty, driving or otherwise, in
hours in a tour of duty:	a tour of duty for more than the following total hours:
- 8 hours max 11 hours max.	12 hours max13 hours max.
9 hours max 12 hours max.	14 hours max15 hours max.
10 hours max. —— 13 hours max.	
in my opinion, the minimum consecutive off-duty time	In my opinion, CMV drivers should be paid, based on:
between work/criving parlods should be:	A second
8 hours 9 hours × 10 hours	percentage of revenue ——hourly
8 hours —9 hours —10 hours	
~11 hours12 hours	
American India	
	All time spent in a CMV, whether driving or riding, except in
In my opinion, when a CMV driver encounters adverse	the sleeper berth, should be as on-duty, up to, but not more
weather/ driving conditions, he/she should be allowed to	then, the maximum total hours in any designated period.
drive the following extra hours to complete a run:	χ
none1 hour2 hours	-/yesnc
nour nour hours	
In my opinion, the minimum consecutive time a driver	in my opinion, early morning driving time (e.g., 1:00
should be allowed to rest in a sleeper berth is:	a.m5:00 a.m.) should be restricted.
	— ves —X no
4 hours —5 hours —6 hours —7 hours —9 hours	- Jos
7 hours —8 hours —9 hours	
	in my opinion, the FHWA does not need to make any
	special provisions for small certiers, that would give
in my opinion, the FHWA should not allow exemptions, variations, or customizing of hours regulations, to suit	them an edvantage in operations over other, larger
certain carrier operations, such as "long-haul," "short-	carriers.
haul," "food-hauling," or based on gross weights or sizes,	yes \nearrow no
_X yesno	
	Should the FHWA require on-board speed-limiting devices?
I believe the FHWA should seek legislation from Congress	—yes — no
to requiste shippers and consigness, to prohibit them	
from making demands on a carrier or driver that would	Should the FHWA require on-board monitoring devices to
cause a violation of the HOS rules.	ensure compliance with HOS regulations, in liew of
4	eenventional log basks?
— ∕ yes — no	- yes no
name Richard Livildeson	Ontinnal
name RICHANIO L. Wildesom	Optional
address 4626 MANNIEM Rd.	age sex: m f
CHY WAYNES bono	years in the industry
state, zip FEMAIA 17268	vears as a driver